

CARNIVAL CORPORATION

March 3, 2006

Response to Subcommittee Request

Page 1 of 4

Carnival Corporation's various operating companies, which are members of the International Council of Cruise Lines, have supplied information responsive to the Committee's request for information and topics of discussion for the Hearing. Those operating companies are Carnival Cruise Lines, Princess Cruises, Holland America Line, Seabourn Cruise Line, Windstar Cruises, Cunard Line and Costa Cruises (collectively, the "Operating Companies" or "Brands"). The Operating Companies responses are as follows:

1. *What United States and international laws govern passenger security on board cruise lines?*

International, foreign flag and port state, and United States laws simultaneously regulate and govern the security of passengers and vessels, while at sea and at ports of call. At the international level, The International Convention for Safety of Life at Sea, 1974 ("SOLAS") recently incorporated SOLAS chapter, X1-2 entitled Special Measures to Enhance Maritime Security. This chapter includes a requirement for ships and companies to comply with the International Ship and Port Facility Security Code ("ISPS Code"). The ISPS Code was adopted by the International Maritime Organization, a specialized agency of the United Nations devoted exclusively to maritime matters, and ratified by the requisite number of member states to bring the ISPS Code into effect on July 1, 2004. Ratifying states (including foreign flag and port states) were then required to implement national laws to put the ISPS Code into effect. In the United States, the ISPS Code served as the blue print for the adoption and enactment of the United States Maritime Transportation Security Act ("MTSA"), which also became effective on July 1, 2004. Both the ISPS Code and MTSA provide the framework for the implementation of the security plans and practices in effect today on every passenger cruise vessel calling on the United States.

The functional security requirements embodied in these two legislative schemes take a risk management approach in securing the safety of passengers and the vessels that carry them. These laws create a standardized consistent framework for identifying, evaluating and developing a plan to minimize security risks. The first step is to undertake a risk assessment of a vessel in order to determine what security measures would be appropriate in the operation of that vessel. Because each vessel (or class of vessels) presents different risks associated with its operation, the method and manner in which a vessel meets the specific security requirements of these laws is unique to that vessel. The security plan must be approved by the Flag State or a Recognized Security Organization designated by the flag state of the vessel and by the particular port states where that vessel calls. In sum, these governing laws require, among other things, the following security provisions:

CARNIVAL CORPORATION

March 3, 2006

Response to Subcommittee Request

Page 2 of 4

1. Thorough vessel and terminal risk management and security assessments;
 2. The development and approval of a comprehensive vessel and terminal security plan;
 3. The flag state or designation of a recognized security organization to approve vessel security plans, perform security audits of vessels and issue international ship security certificates;
 4. The performance of mandatory security drills;
 5. The improvement of ship to shore communications for emergency situations.
2. *Who is the official responsible for enforcing such laws on board a cruise ship?*
- The Captain, as Master of the Ship is ultimately responsible for all areas of ship operations, including safety and security. The Staff Captain, who reports to the Captain, is directly responsible for security. The Security Officer, who reports to the Staff Captain, has specific responsibility for the Security Department.
3. *What type of security measures, both trained personnel and equipment, are on board cruise lines to ensure passenger safety?*

Corporate Security Departments work closely with Federal, state, and local law enforcement and Security Agencies and communicate information regularly to Ships. All ships have Security officers and crew with primary responsibility for security onboard. Security Department personnel are trained in accordance with the International Ship and Port Facility Security Code (ISPS), and the United States Maritime Security Act (MTSA)

All crew are provided basic training to report security incidents to the Security Department, which extends the effectiveness of coverage of the Security Department throughout all areas of the ships.

Ships are equipped with X-Ray, Metal Detectors and Hand Wands, similar to those found in airports or Federal Government offices and Court Houses. Ships are also equipped with closed-circuit cameras. Further information on specific equipment can be provided to the Subcommittee on a confidential basis, to avoid compromising security.

CARNIVAL CORPORATION

March 3, 2006

Response to Subcommittee Request

Page 3 of 4

4. *If a crime occurs on board a cruise ship, who investigates the crime and what are their training and qualifications?*

The Master of the vessel has ultimate authority for all matters that take place on board his ship, including enforcement of matters involving security of the ship, its passenger and crew. The Chief of Security and his security team are tasked with responsibility to investigate any onboard incident. This security force acts as the first responder to any alleged crimes. As noted above, each member is trained in investigative techniques.

The vessel's Master is responsible for ensuring prompt reporting of the incident to shoreside management and to the appropriate authorities. In the case of a crime, the vessel's investigative activities, response and conclusions are monitored by shoreside management to provide an additional level of oversight and ensure proper reporting.

If law enforcement authorities elect to pursue the ship's report, both the onboard security team and shoreside management provide such authorities with the results of the onboard efforts and fully cooperate with the investigation.

5. *How are jurisdictional issues handled on board foreign flagged vessels?*

The Operating Companies report crimes to those law enforcement authorities that we reasonably believe have the authority to investigate a crime, based on the nationality of the parties involved, the location of the ship and the type of crime, as well as the flag of the vessel. At a minimum, we may contact the following entities: flag state, the country in whose territorial waters the ship is in when the crime occurred, the country of the first port call and U.S. authorities if a U.S. citizen is involved. Some of the U.S. law enforcement agencies that have received reports of crime from our vessels are the Federal Bureau of Investigation, Immigration and Customs Enforcement, Customs and Border Protection, United States Coast Guard and local police authorities.

By way of example, crimes with a U.S. nexus (such as vessel location, itinerary or nationality of the victim(s) or suspect(s)) involving narcotics are reported to Customs and Border Patrol or Immigration and Customs Enforcement, and those involving weapons (or other breaches of security) are reported to the United States Coast Guard. Any sexual assaults involving a United States citizen, irrespective of vessel location, are reported to the Federal Bureau of Investigation. If we are unsure which U.S. agency should be contacted, we contact the Federal Bureau of Investigation.

CARNIVAL CORPORATION

March 3, 2006

Response to Subcommittee Request

Page 4 of 4

The Operating Companies also are proactive in cooperating with law enforcement agencies in their investigations. The Brands have and continue to provide significant assistance to law enforcement agencies in furnishing surveillance, providing intelligence reports and securing confidential informants onboard. This assistance has led to significant drug seizures involving passengers and crew, the apprehension of felons, and material support to investigations both on and off the vessels.

In summary all of the brands work closely, on a regular basis, with law enforcement agencies all over the world to cooperate and assist them with investigations involving crimes that are alleged to occur on our vessels or involving our passengers.